

Durant Master Trails Plan 2017



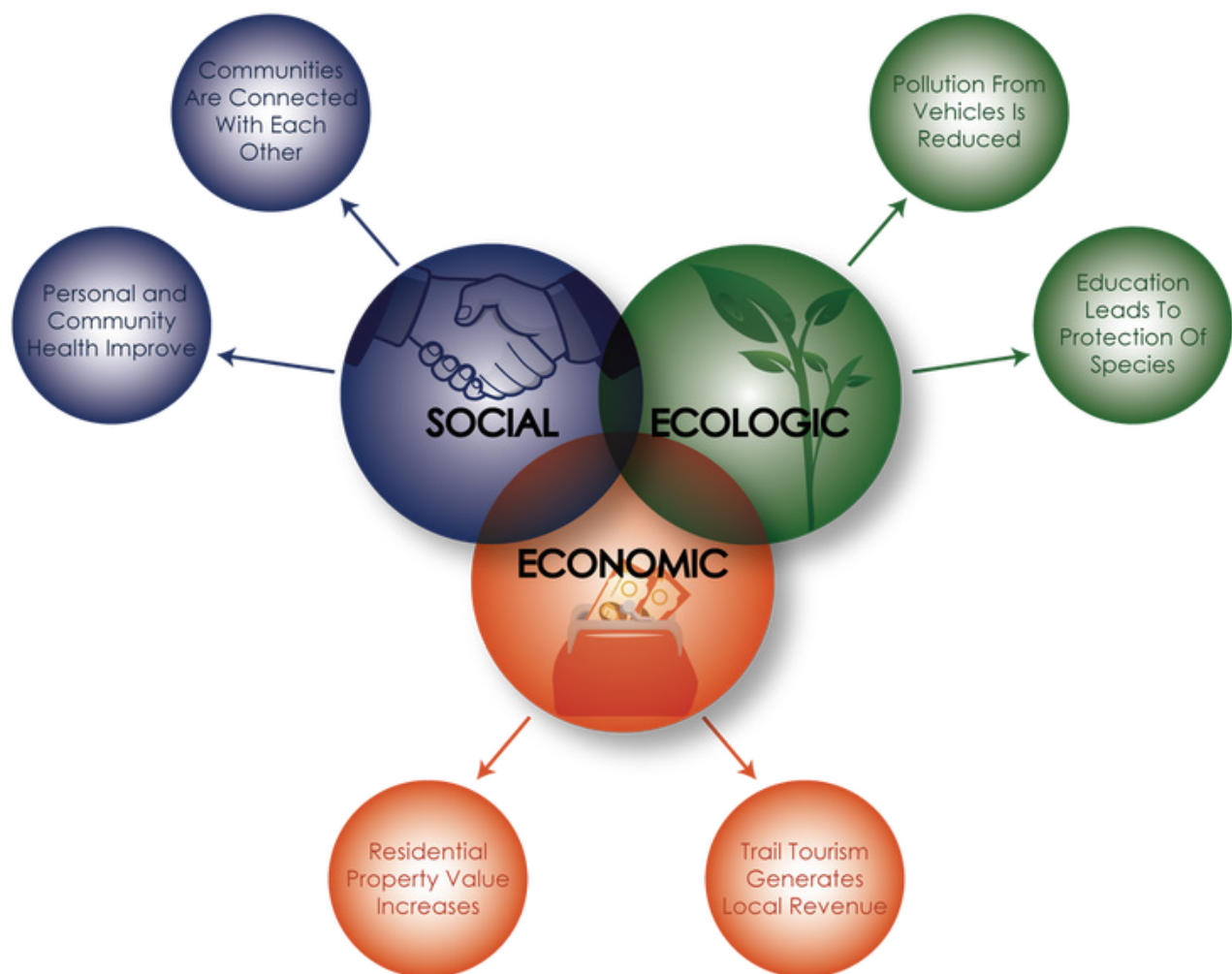
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I. Intro

Executive Summary

Trails have multiple benefits: economic, social and environmental benefits that make any trail investment worthwhile. Economic benefits include tourism dollars, increase in property values of real estate adjacent to the trail, corporate business attraction and retention as younger families and millennials continue to demand quality of life amenities such as trails. Social benefits provided by trails include a safe place to recreate for families and community members, health benefits through increased exercise and a sense of ownership and local pride for the trail. Environmental benefits will depend on the location of the trail (in floodplain, along the road, on abandoned rail corridor, etc.) and can offer opportunities for green infrastructure improvements such as habitat restoration, storm water management, and reforestation, which contributes to a healthier and more beautiful ecosystem as well as financial savings in terms of natural disaster mitigation.



Vision

“The vision of the City of Durant and Durant Community Trails Committee is to design and develop an extensive master trails system to connect destinations within the City of Durant, and provide better quality of life improvements for citizens of all ages. Included in this vision is a way to provide a safer venue, which encourages family fun and togetherness, as well as supporting a healthy lifestyle for all citizens, while encouraging residents to become more physically active (RTCA Application).”

Goals & Objectives

Develop a diverse network of trail routes that connects key destinations, provides easy access from neighborhoods and natural areas, ensures safety, and creates opportunities for both recreation and active transportation

- Identify key destinations that should have connections to the trail system, including parks, schools, neighborhoods, community centers, and commercial areas
- Identify trail routes that connect key destinations and that provide a variety of recreational experiences
- Identify residents’ preferred trail activities and make sure the proposed network caters to these uses

Create a trail system that is welcoming to trail users of all ages and abilities

- Ensure that a portion of the trail system is accessible and attractive to those with limited mobility
- Address safety concerns so that trails are welcoming and safe for all users—including children, the elderly, and individuals with disabilities

Develop a comprehensive Trails Plan that provides actionable, feasible strategies for developing the trail network

- Develop trail design standards that can be used by both the City and private partners
- Identify potential funding sources and other implementation strategies
- Recommend management strategies for maintenance of trail system

II. Planning Process

The Durant Master Trails Plan came out of a broad community desire to create a trail system in Durant. The planning process for this document thus sought to tap into that collective desire, and to use the wisdom of the community to identify preferred trail routes, amenities, and implementation strategies.

Information Gathering



In order to reflect previous planning efforts, City and NPS staff, project partners, and community representatives reviewed the wide range of planning documents related to trails and trail development in Durant. This information laid the groundwork for all subsequent efforts.



Formation of Trails Plan Advisory Committee



The Trails Plan Advisory Committee was established to guide the trail planning effort. The Committee is made up of a diverse cross section of trail stakeholders, including different trail users, local trail advocates, health partners, and representatives of the Choctaw Nation. By including a broad range of voices, it was hoped that the Durant Trails Plan would accurately reflect the needs and desires of city residents. The Advisory Committee developed a vision for the plan, oversaw public engagement efforts, and guided route planning and selection of implementation strategies.



Public Engagement



Community engagement was a key priority for the Trails Plan Advisory Committee. In order to reach a broad cross-section of the community, the committee developed a survey that was distributed widely. This survey asked residents, business owners, and visitors to provide feedback on what a world-class future trail system would look like.



Mapping and Development of Trail Guidelines



Using input from the survey and conversations with key stakeholders, the Trails Plan Advisory Committee and NPS staff developed preferred trail routes throughout the city. The committee also developed a set of trail design guidelines that would provide standards for trails in Durant.



Trails Plan Development, Review, and Approval

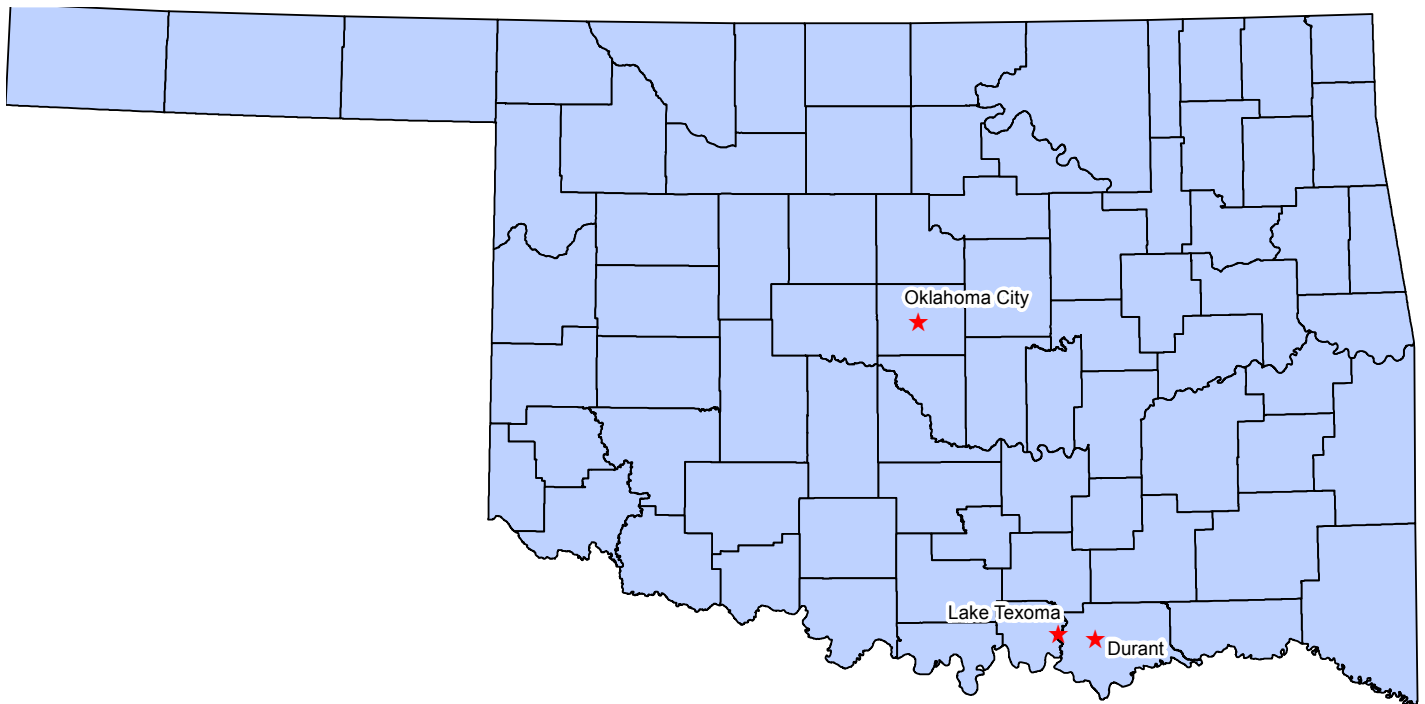


This Durant Master Trails Plan was developed to collect the guidance, input, and suggestions of the Trails Plan Advisory Committee; Choctaw Nation; the business community; City of Durant; and citizen input. The Master Trails Plan contains the best recommendations for developing a future trail system in Durant.

III. Existing Conditions

About Durant

The progressive rural city of Durant has a population of 16,507 (2014 U.S. Census) and is surrounded by farming communities. It is situated in the heart of Southeast Oklahoma approximately 15 miles from the Texas state line and 90 minutes north of Dallas. As the county seat of Bryan County and headquarters for Choctaw Nation, the City of Durant has one of the highest growth rates in the State of Oklahoma (22% population growth since 2000) due to the influx of people moving into the area for families, jobs, social services or a rural lifestyle.

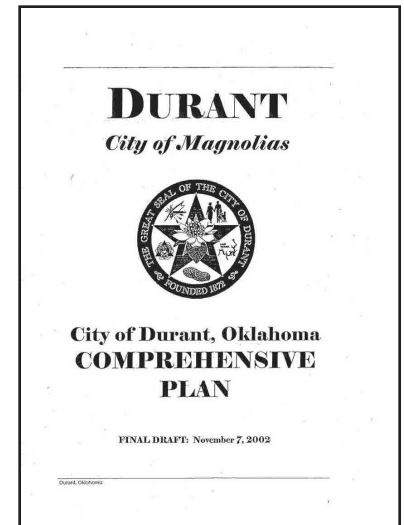


Durant is home to Southeastern Oklahoma State University, and identified as a medical, service and commercial center for Southeastern Oklahoma, drawing thousands of additional people each day from surrounding communities, as well as from other bordering counties. Choctaw Nation has made extensive development, including a large resort, which attracts thousands of visitors daily, and over 15,000 for special events occurring each month. With one of the largest manmade lakes in the country, Lake Texoma, only 15 minutes away, the seasonal daily population surges during April thru October. The Durant area is well known as a tourist destination, and the daily population regularly soars to 50,000 or more. The median income is \$35,584 (U.S. Census: 2014) and the median age is 31 (U.S. Census: 2013).

Planning Context

City of Durant Comprehensive Plan (2002)

The City's 2002 Comprehensive Plan highlights the importance of parks, open space and safe recreational opportunities for residents in a few parts of the plan. In the Parks and Open Space section (p. 74-75), it states that "Additional park and open space land will be secured or acquired to: provide buffers between incompatible land uses; protect floodways, floodplains, wildlife corridors, plant and animal habitat areas, steep slopes, unstable soils and other environmentally sensitive lands; establish parkland for active and passive recreational use; provide trail corridors; protect drainage ways for effective stormwater management; and establish attractive buffers along highways, railroads and high intensity transportation corridors."



In the Public Facilities and Community Design and Image sections, there are several policies that clearly identify the need for safe and accessible recreational facilities for the community. Those include: Public Facilities Policies 2, 3, 4, 11, 15 and Community Design and Image Policy 10.

“Require that roads are designed and constructed to provide a high level of safety and attractiveness. Road design should consider the safety of pedestrians, bicyclists and motorists, as well as the character of the neighborhood through which the road travels (Public Facilities Policy 2).”

“Support and encourage sidewalks along all arterial and collector streets in the area and connect them to sidewalks and pedestrian paths in adjoining areas of the City (Public Facilities Policy 15).”

Land and Water Conservation Program – Recreation/Park Master Plan (2014)

The City's 2014 Recreation and Park Master Plan, which has not yet been adopted, also highlights the importance of accessible and safe parks and recreational facilities for all citizens.

“The City of Durant understands the value of parks and how important they can be to each individual and their families.”

While many parks in Durant have experienced a lot of usage and popularity, there is still a need to expand those areas and services to all neighborhoods.

“With more than 50% of Durant children being raised in low to moderately low income homes, the park facilities may provide their only source for physical activities.”

Mineral Bayou Study (2003)

In 2003, a Preliminary Restoration Plan for Mineral Bayou was conducted. “The proposed project would involve the restoration of the flood plain along a 2.5-mile reach of Mineral Bayou; restore approximately 47 acres of riparian habitat; increase the bottomland hardwood forest by 8 acres; and create approximately 52 acres of wetlands (located between the South 9th Avenue bridge and Cemetery Road bridge).” The proposed project also looked at the possibility of a multipurpose trail system “along the riparian corridor,” which would “provide a unique wildlife viewing opportunity for a variety of recreational and educational users. The trails would be approximately 4-feet wide and would be constructed from natural materials that conform to the aesthetics of the riparian corridor.”

Durant Main Street Program

Durant Main Street is a nonprofit 501c3 organization and their program focuses on economic development, historic preservation, creating a healthy business environment, and providing informational resources for the downtown area. Their vision statement is: “Fully understanding what Durant Main Street is and can do for them, citizens of Durant have rallied around the program yielding impressive results. Downtown Du-

rant is now recognized as a cohesive district, where each business and building complements its neighbor while capitalizing on its own uniqueness. Downtown is the focal point for an ever-growing revitalization effort. As a result of Main Street, historic preservation has become the cornerstone for renewed pride in the community.”

Choctaw Headquarters Development Plan

“The HQ property is about 125 acres in size. The HQ Building, including Conference Center is approximately 500,000 gross square feet. The building uses a combination of offices, cubicles and workstations and the Nation will be able to vary them in future. The building will house about 1600 people easily and could house up to about 1800 people, if there were no offices and only smaller workstations were used. The trail around the north pond is 1,655 linear feet. The sidewalks around the property are 5,334 linear feet.”

Local Recreational Amenities

The City of Durant currently has over 482 acres of public parks which include nine city parks and the Multi-Sports Complex (includes 4 baseball fields, 4 softball fields, 1 football field, 10 soccer fields and 1 running track) offering a variety of active and passive recreational opportunities. As stated in the Comprehensive Plan, “Parks and Open Space are an important part of the quality of life element for any community and an important aspect of a Comprehensive Plan (pg. 52).”

Park Inventory

Park	Park Location	Acres
Carl Albert Park	Brookside Dr.	27.9
Rocket Park	N 10th Ave	6
Schuler Park	W. Poplar St.	1.8
Slaton Park	E. 5th Ave	1.6
Keithlet Park	E. 3rd Ave	2.49
Billy Miller Park	S. 4th St	19
Lloyd Plyler	S. 5th St	5
Lake Durant	Silver Valley Rd	174
Leonard Morgan Park	S. 3rd St	9
Multi-Sports Complex	SE 3rd St	182
		(482.79) Total Acres

Local Trails

Local trails in and around Durant offer a total of 3.6 miles of walking infrastructure: Schuler Loop is 1.75 miles; Multi-Sports Complex walking trail is 0.6 miles; Carl Albert Park walking trail is 0.33 miles; Rocket Park walking trail is 0.25 miles; Choctaw Nation HQ walking trail is 0.20 miles; and Lake Durant walking trail is 0.5 miles (although poorly maintained and hardly visible).

- Schuler Loop - SOSU Campus



- Multi-Sports Complex



- Carl Albert Park



Creeks

There are two major creeks within the City of Durant; Chuckwa Creek and Mineral Bayou Creek. Chuckwa Creek runs predominantly from west to east and cuts across the northern section of the city limits and eventually feeds into Mineral Bayou. Mineral Bayou Creek forks off the Blue River near Armstrong and runs from north to south towards the eastern fringes of the city limits before cutting due west just south of downtown Durant.

“The Federal Emergency Management Agency (FEMA) has identified areas of 100-year and 500-year floodplains. The flood prone areas are located primarily along the Chuckwa and Mineral Bayou Creeks. Grant efforts initiated by the City’s Hazard Mitigation section have allowed the City to purchase more than 45 homes in flood prone areas. This purchase presents the City with an opportunity to initiate a Greenway Corridor Program that links neighborhoods and downtown with walking/biking paths and passive recreation areas (pg. 23, Comp Plan)”

Regional Recreational Amenities

There are two major lakes in proximity to the City of Durant; Lake Durant and Lake Texoma. “Lake Durant is located to the north of Durant and is a vital component of the City’s water supply, as well as a recreational opportunity. The lake was completed in 1993 and is approximately one mile in length with a maximum flood storage capacity of 7,194 acre feet of water, although the normal water supply storage amount is 3,900 acre feet. The water source of Lake Durant is the Little Blue River, a tributary of the Blue River. The lake is approximately 45 feet in depth and the dam is approximately 65 feet in height (pg. 18, Durant Comprehensive Plan).”

Lake Texoma is the twelfth largest man-made lake in the United States. “It is also one of the most popular Federal recreation facilities in the country, with more than 6 million visitors annually. In 1999 Texoma ranked first among Corps of Engineers lake projects nationwide, with visitors spending over 90 million hours at the lake (<http://www.laketexomaonline.com/lake-texoma-history/>).”

“Lake Texoma State Park spans two states and offers an exciting vacation adventure. The park features camping, comfort stations with showers, boat ramps, a hiking trail, fuel dock and striper guide fishing services. Two Rivers Nature Center and Catfish Bay Marina, a full-service marina, are located within the park (Chamber of Commerce, 2014).”

IV. Public Engagement

As discussed previously, the desire for a trail system in Durant was well-established at the outset of the Master Trails Plan planning process. However, while many of the city's planning documents discussed the desire or need for a trail system, few had looked closely at what a trail system should look like or where it should go. Because of this, the Walking Trail Committee saw the need to engage with city residents in order to identify potential trail locations, trail activities, preferred amenities, and concerns that could be addressed through the planning process.

Community Survey

The Walking Trail Committee determined that a broadly distributed community survey would be most effective at soliciting input from a wide range of Durant city residents. To this end, they developed a 20-question survey that sought to identify:

- The overall goal/purpose of a Durant trail system
- Potential trail destinations and trailhead locations
- How residents would use a trail system (i.e., how often they would use it, how far they'd travel to the trail, preferred trail activities, etc.)
- Concerns about a future trail system
- Guidance on potential trail types and amenities

The survey was distributed widely. Walking Trail Committee members distributed the questionnaire to neighborhood and business mailing lists, tabled at the Farmer's Market, put flyers in area businesses, and advertised on social media. The City distributed the survey to city mailing lists and put together press releases (which were subsequently covered by local press).

Survey & Results

• Respondents vs. Durant Demographics

	U.S. Census (ACS 2014)	Survey Respondents
Race	White 70% Black 2% Native Americans 20% Hispanic 7% Asian 1%	White 74% Black 0% Native American 24% Hispanic 1% Asian 1%
Gender	Male 48% Female 52%	Male 32% Female 68%
Age	(Under 18) 22% (18-24) 18% (25-44) 25% (45-64) 20% (Over 65) 15%	Under 18 (0.2%) 18-24 (5%) 25-44 (59%) 45-64 (33%) Over 65 (2.8%)

• Trail Destinations

Question #2: Here is a list of places proposed to be connected by trails in a future trail system. You may add an additional destination. Please pick the top three places you wish to see connected first.

Name	Times Cited
Downtown Durant	283
Carl Albert Park	235
SOSU Main Campus	204
Multi-Sports Complex	181
Choctaw Casino	155

- Trailheads

Question #3: Are there particular locations where you would want to see an access point (trailhead) for the trail system? If yes, please describe.

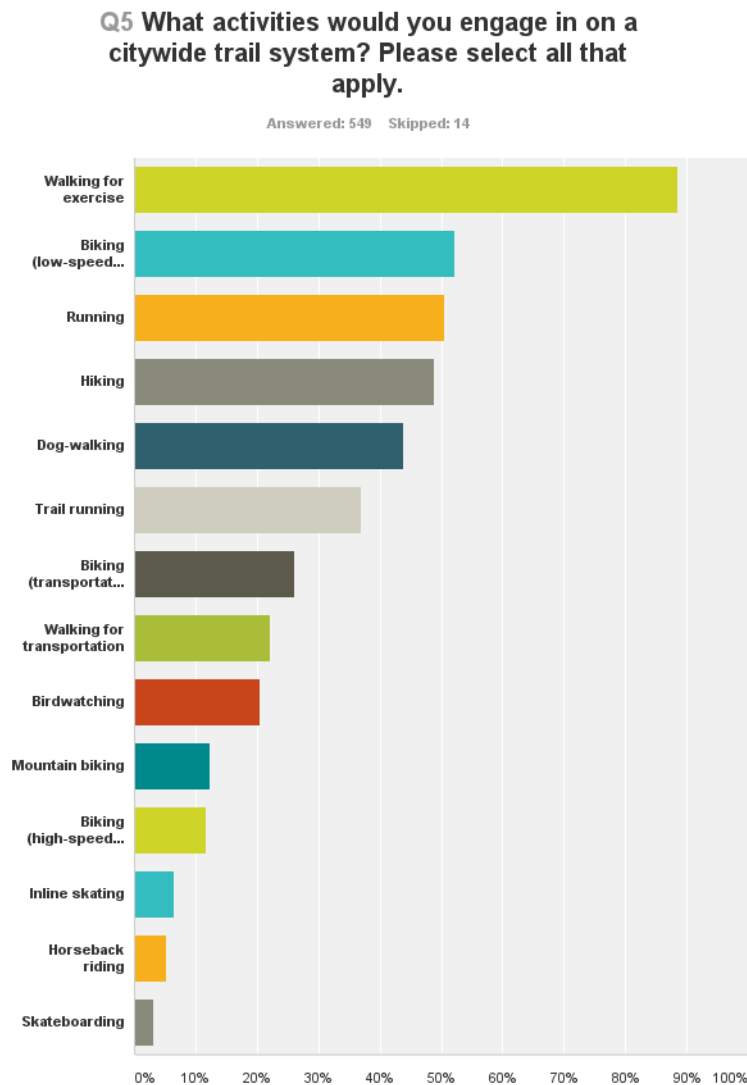
Answers: Carl Albert Park; SOSU; Downtown; Rocket Park; & Multi-Sports Complex



• Activities

Question #5: What activities would you engage in on a citywide trail system? Please select all that apply.

Top Answers: Walking for exercise; Biking – low speed leisure; and Running



“I am excited because this will be good for the city. Residents can start parking their car and walk to where they need to go giving our streets a chance to be repaired and less use in the future. I would recommend scoping out parking centers so that we do have a place centrally to park and use the trail system as effectively as possible.”

• Trail Types

Question #8: As Durant works to develop an area-wide trail system, it could include various trail locations. Please rank the following types of locations (1 being your most preferred).

Top Answers: In natural areas; On sidewalks; and On streets.

Name	Times Cited
In natural areas	289
On sidewalks	110
On streets	57
On abandoned RR corridors	36
On utility corridors	9

• Amenities

Question #9: As Durant works to develop an area-wide trail system, it could develop different types of trail features. Please rate the important of the following trail features to you.

Answers: Trail lighting; Trash cans; and Parking area at trailheads.

• Concerns

Question #10: Do you have any concerns about the development of a trail system throughout Durant? If you do, please explain your concerns here.

Major Concerns: Safety/security and Maintenance.

• Key Findings

“I feel that a trail would be greatly beneficial to those who enjoy this type of hobby. I myself am traveling over an hour in the morning to complete a 5 mile trail run. I would much rather have the opportunity to run near my home.”

“I think it would be an awesome initiative to connect the Durant community, and also promote healthy lifestyles (biking/walking to work), nature education (natural trail hikes), and energy conservation (not having to drive everywhere).”

Other Feedback/Input

In addition to reaching out to the community, comments and guidance were solicited from a range of other stakeholders and advisors through small meetings and one-on-one conversations. (These included...) This input helped guide route selection, determine route design guidelines, and guide strategies for trail implementation.

V. Trail Route Development

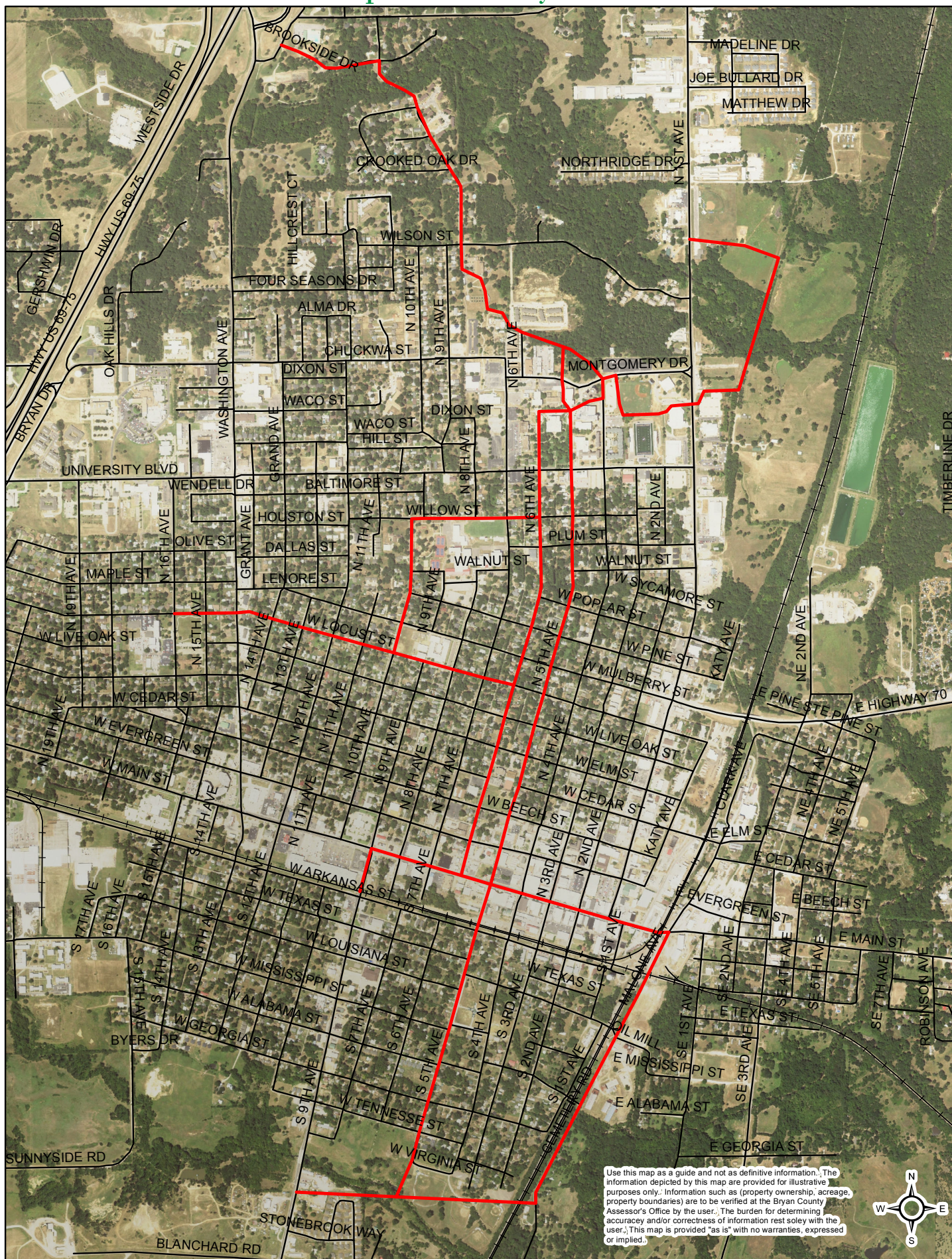
City-wide Trail System

“An extensive master trail system to connect destinations within the City of Durant, and provide better quality of life improvements for citizens of all ages. Included in this vision is a way to provide a safer venue, which encourages family fun and togetherness, as well as supporting a healthy lifestyle for all citizens, while encouraging residents to become more physically active.”

The Walking Trails Committee used the Master Trails Plan Vision, Goals, and Objectives; community survey results; and input from stakeholders as the primary guidance for developing the proposed trail system routes. They also consulted with City staff and other stakeholders to refine particular routes. Inputs that the Committee reviewed to develop these routes included:

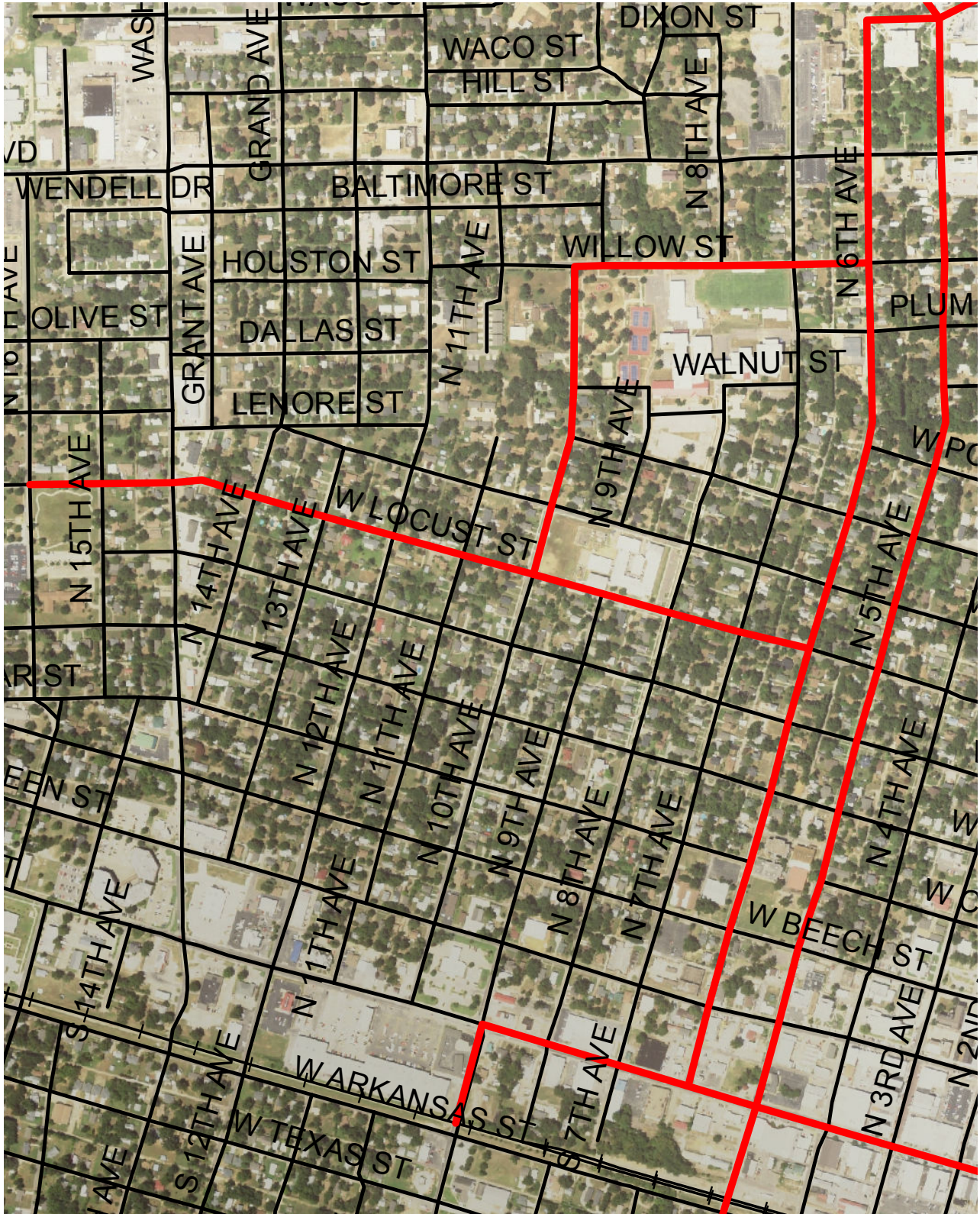
- Trail destinations
- Trailhead locations
- Existing and future trails
- Current and potential future development
- Other Existing Plans
- Other Opportunities (utility right of way, parkland, water quality protection buffers, etc.)

Proposed Trail System



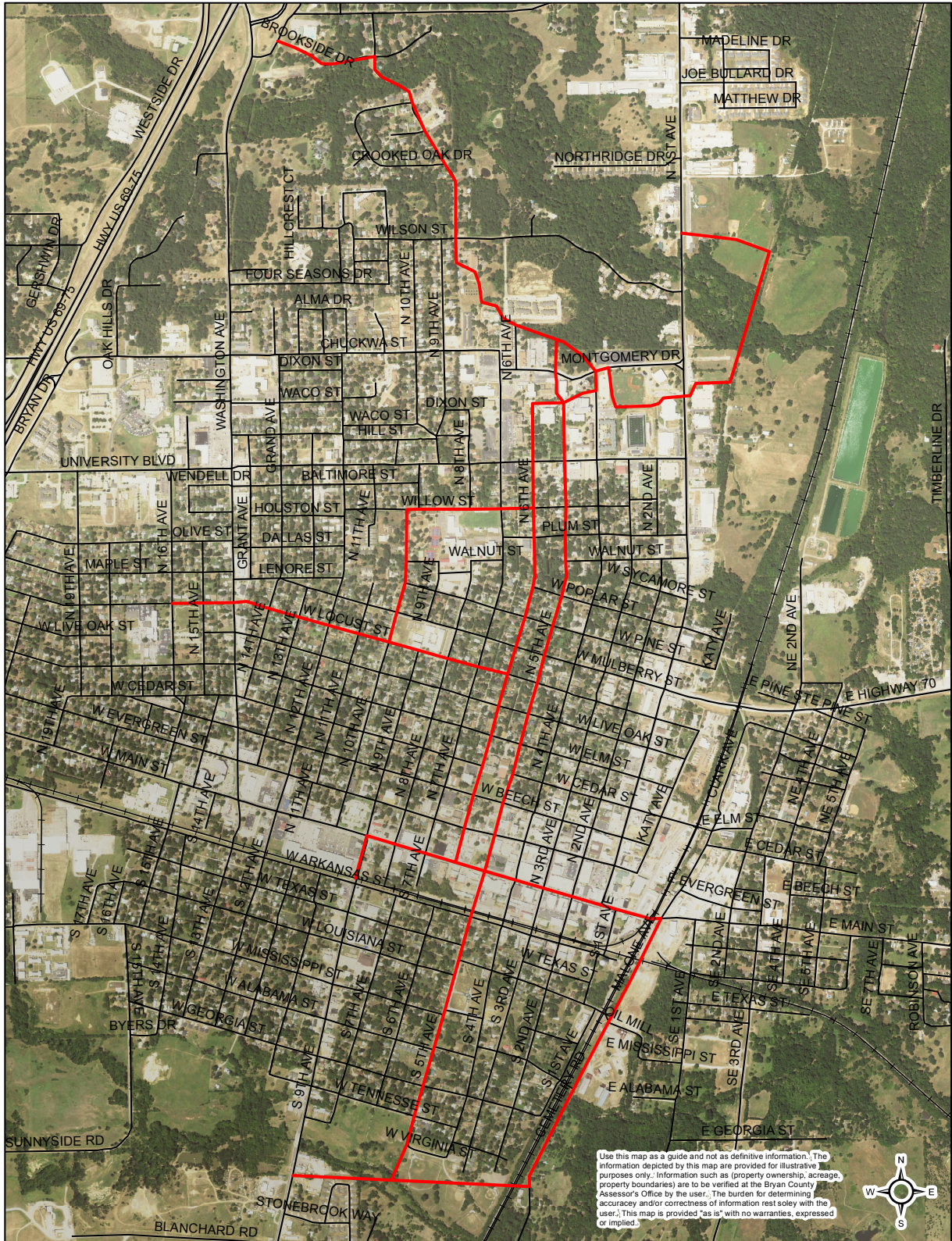
Short-term Priorities (1-2 years)

- 5th and 6th Streets – connecting SOSU to downtown (protected bike lanes).
- W. Willow, W. Locust, and N. 10th Streets – connecting above route to schools/parks (sidewalks).
- Museum Trail – Main Street – more connectivity to downtown retail (sidewalks).



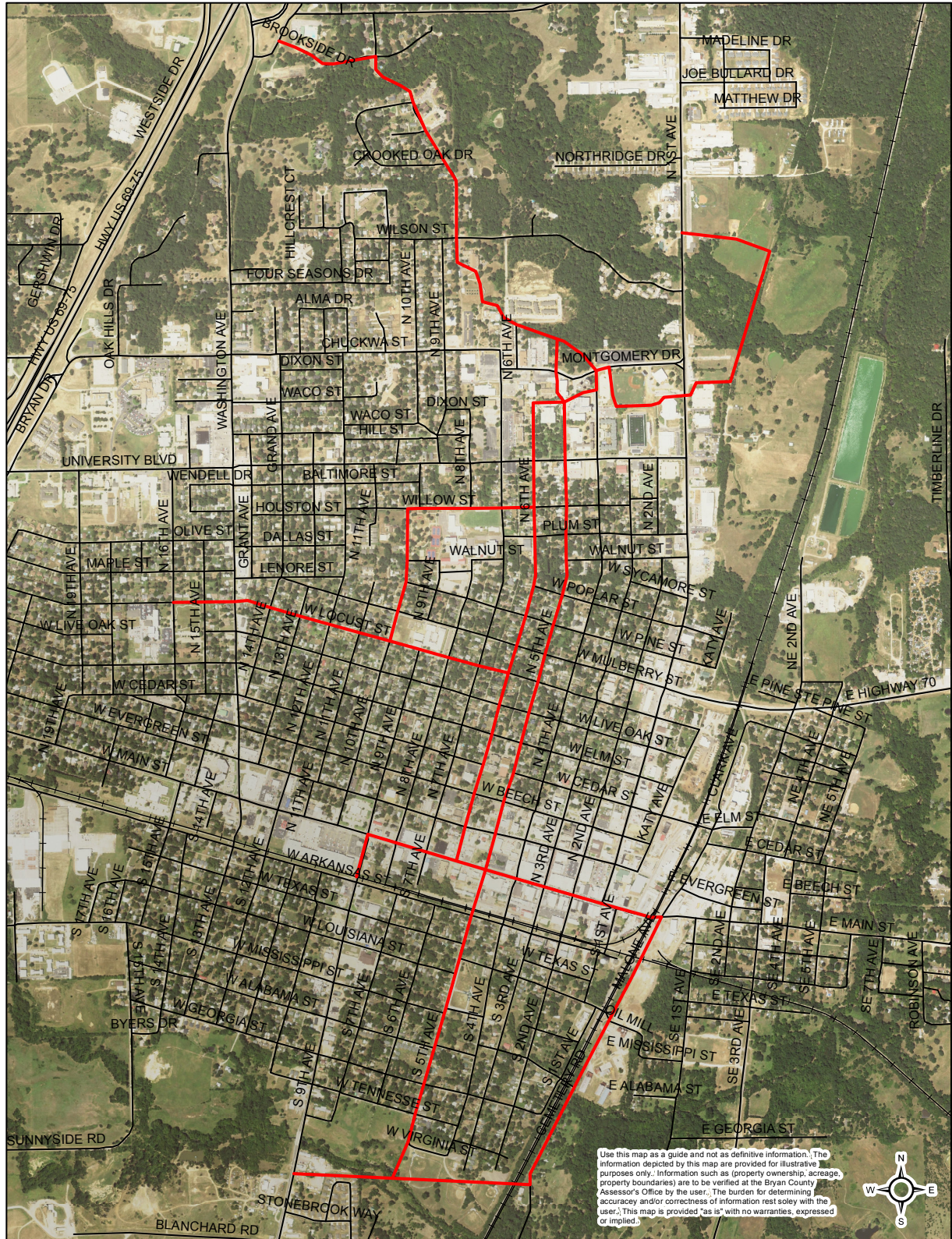
Mid-term Priorities (3-5 years)

- Bridge over Chuckwa Creek – connecting SOSU main campus to Softball Fields.
- S. 9th St – connecting downtown to New Choctaw HQ (buffered bike lanes).
- Cemetery Rd – connecting downtown to Sports Complex (protected bike lanes).
- Chuckwa Dr. – connecting the hospital to SOSU (protected bike lanes).



Long-term (Signature) Projects (6-10 years)

- Rails-to-Trails – converting abandoned KO&G rail line into a multi-use path.
- Chuckwa Creek – natural path connecting SOSU softball field to Carl Albert Park.
- Mineral Bayou – natural path connecting Cemetery Rd/Sports Complex to S. 9th.



VI. Trail Plan Implementation

General Trail Guidelines

Safety

Through selecting streets that adequately connect desired destinations, have reasonable speed limits and traffic volume, and outfitting them with designated bike lanes and/or sidewalks, proper signs and encouraging motorists and non-motorists to share the road, trail users can enjoy the trail network safely.

Signage

- Confirmation Signs: to indicate to bicyclists that they are on a designated bikeway. Make motorists aware of the bicycle route.
- Place every $\frac{1}{4}$ to $\frac{1}{2}$ mile on off-street facilities and every 2 to 3 blocks along bicycle facilities.
- Turn signs: indicate where a bikeway turns from one street onto another street. Can be used with pavement markings.
- Place near-side of intersections where bike routes turn. Pavement markings can also indicate the need to turn to the bicyclist.
- Decision signs: mark the junction of two or more bikeways, and inform bicyclists of the designated bike route to access key destinations.
- Place near-side of intersections in advance of a junction with another bicycle route. Along a route to indicate a nearby destination.

Trail Amenities

- Lights
- Benches
- Trailheads

Trail Types & Design Guidelines

Natural Trail

- Require an easement of 6 feet, trail width varies between 18-36 inches.
- Natural trails are practical along creeks (Mineral Bayou and/or Chuckwa Creek) in the floodplain
- Should maintain a target grade of no more than 8%, as trails with grades less than 5% are least susceptible to erosion.
- Should limit cross slope between 1-2%, with a maximum cross slope of 3%.
- Should maintain a minimum of 7 feet vertical clearance (tree branches, limbs, etc) for hiking trails, and 12 feet for equestrian and/or bicycling use.

Multi-Use Trail

- Require an easement width of 30 feet, trail width varies between 10-14 feet (2 feet shoulders on each side).
- Multi-use trails are practical where easement is adequate, such as abandoned rail corridors.
- Should employ the most gradual slope (at not exceed 5%) where possible.
- Should limit cross slope to no more than 2%. An ideal cross slope is between 1.5-2%.
- Should maintain at least 12 feet of vertical clearance.

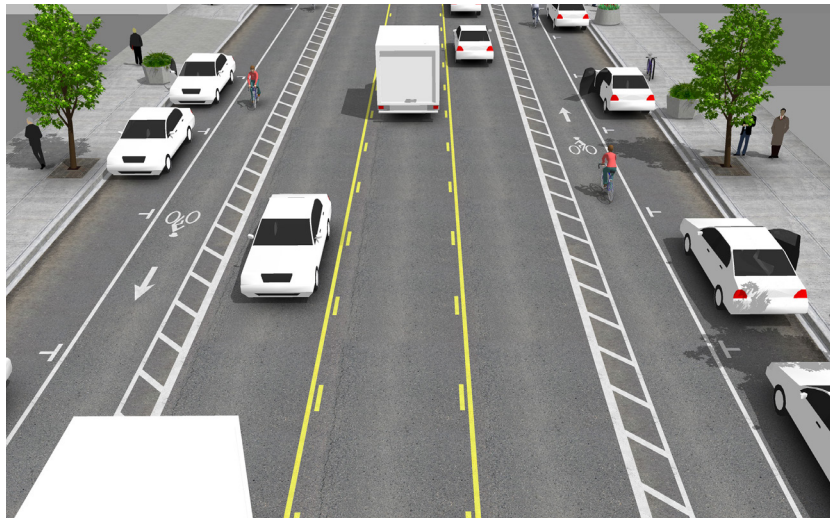
Conventional Bike Lane

- The desirable bike lane width adjacent to a curbface is 6 feet. The desirable rideable surface adjacent to a street edge or longitudinal joint is 4 feet, with a minimum width of 3 feet.
- A solid white lane line marking shall be used to separate motor vehicle travel lanes from the bike lane. Most jurisdictions use a 6 to 8 inch line.
- Bicycle lane word and/or symbol and arrow markings shall be used to define the bike lane.
- When placed adjacent to parking, a solid white line marking of 4 inch width should be used between the parking lane and the bike lane to minimize encroachment of parked cars into lane.
- Conventional Bike lanes are most helpful on streets with $\geq 3,000$ motor vehicle average daily traffic and on streets with a posted speed ≥ 25 mph.



Buffered Bike Lane

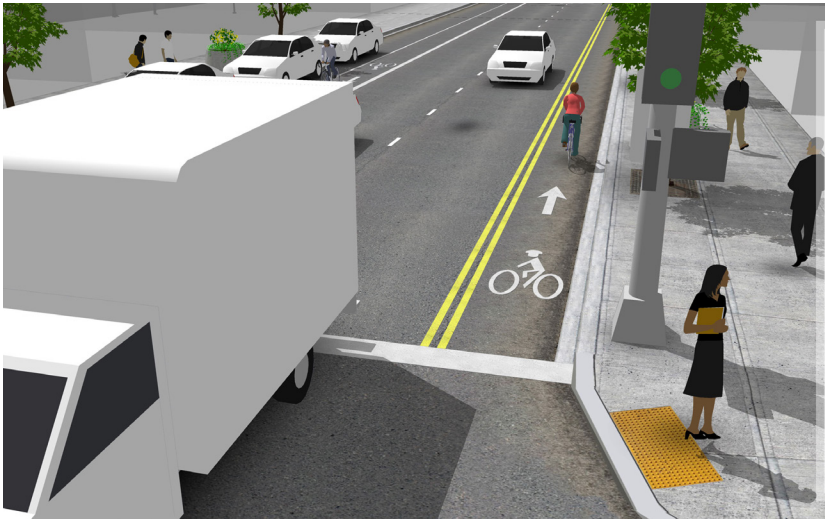
- Buffered bike lanes are conventional bicycle lanes (3-4 feet wide) paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle.
- The buffer shall be marked with 2 solid white lines with diagonal hatching if 3 feet in width or wider.
- Buffered bike lanes are most helpful on streets with high travel speeds, high travel volumes, and/or high amounts of truck traffic.
- On intersection approaches with right turn only lanes, the bike lane should be transitioned to a through bike lane to the left of the right turn only lane, or a combined bike



lane/turn lane.

- On intersection approaches with no dedicated right turn only lane the buffer markings should transition to a conventional dashed line. Consider the use of a bike box at these locations.

Contra-Flow Bike Lane

- Contra-flow bicycle lanes are bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. They convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only.
 - Contra-flow lanes are separated with yellow center lane striping.
- 
- On corridors where alternate routes require excessive out-of-direction travel.
 - On corridors where alternate routes include unsafe or uncomfortable streets with high traffic volumes and/or no bicycle facilities.
 - On corridors where the contra-flow lane provides direct access to destinations on the street under consideration.
 - Where two-way connections between bicycle facilities are needed along one-way streets.
 - Works best on low-speed, low volume streets, unless buffer separation or physical protection is provided.
 - On streets where large numbers of bicyclists are already riding the wrong way.
 - A “ONE WAY” sign with “EXCEPT BIKES” plaque shall be posted along the facility and at intersecting streets, alleys, and driveways informing motorists to expect two-way traffic.
 - Where there is room, bike lanes should be used on both sides. When there is no room for a with-flow lane, shared lane markings should be used to guide with-flow bicyclists to the right side of the road.

Bicycle Blvd.

- Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.



Trail Development Strategy

A PLANNED NETWORK



The *Durant Master Trails Plan 2017* lays out a network of potential trail corridors throughout Durant. These proposed corridors are meant to serve as a guide as the city grows and changes over the coming decade. The trail network, while planned intentionally, is also meant to change and adapt--creating city-wide connectivity, but occasionally employing new or altered routes where conditions require. The Trails Plan should be revisited occasionally to make sure the proposed routes make sense and are accomplishing the City's goals.

DEVELOPMENT AS CATALYST



Durant is growing rapidly, and the historically rural landscape is being transformed by new subdivisions and other residential development. While this development is changing the landscape, it provides an incredible opportunity to develop new recreational infrastructure--including parks and trails. The City of Durant will work with developers and local infrastructure projects to integrate trails into new development, helping to meet the goals of the *2017 Trails Plan*.

TARGETED TRAIL CONSTRUCTION



As development occurs, bringing with it new neighborhoods, parks, and trails, the City of Durant will identify small investments that the City can make to impact the overall trail system. These include filling gaps between trail segments and identifying new trail opportunities on City-owned properties or right-of-way. The City will seek grant funding and voluntary partnerships in order to speed implementation of the trail network.

SHARED MANAGEMENT



Because Durant's trails system will develop over time as the result of many private developments and City projects, maintenance and responsibility for the system will be shared across numerous parties. The City will work with these entities to share best management practices and ensure that the trail system is maintained to a high standard.

Potential Funding Sources

FHWA – Recreational Trails Program (<\$200,000): Provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Deadline: February 1, 2017 (http://www.fhwa.dot.gov/environment/recreational_trails/rtpstate.cfm)

FHWA – Safe Routes to School: Facilitates the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. (<http://www.saferoutesinfo.org/program-tools/funding>)

FHWA – Transportation Alternatives Program: Provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Deadline: May (<http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>)

NPS – Land and Water Conservation Fund: Provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities (as well as funding for shared federal land acquisition and conservation strategies). (<http://www.nps.gov/lwcf/>)

People for Bikes – Community Grant (\$2,000-\$10,000): Foster and support partnerships between city or county governments, non-profit organizations, and local businesses and to improve the environment for bicycling in the community. Deadline: Jan 29, 2017 (<http://www.peopleforbikes.org/pages/community-grants>)

Common Counsel Foundation – Acorn Foundation (\$5,000 - \$10,000): The Foundation is particularly interested in small and innovative community-based projects that engage in community organizing in order to: Advocate for environmental health and justice, particularly in low-income communities, communities of color and indig-

enous communities; Preserve and restore habitats supporting biological diversity and wildlife; and Prevent or remedy toxic pollution. Deadline: Jan 15, 2017 (<http://www.commoncounsel.org/Acorn+Foundation>)

EDA – Economic Development Assistance (\$100,000 - \$3,000,000): EDA will make construction, non-construction, and revolving loan fund investments under the Public Works and Economic Adjustment Assistance (EAA) Programs. Grants made under these programs will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace. (<http://www.grants.gov/web/grants/view-opportunity.html?oppId=279842>)

RTC – Dopplet Family Trail Development Fund (up to \$85,0000 per year for the next five years): RTC launched a new grant program in 2015 to support organizations and local governments that are implementing projects to build and improve rail-trails. Deadline: Jan 31, 2017 (<http://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/>)

KEEN – KEEN Effect (\$10,000): Projects must increase responsible outdoor participation as a way to work towards building a strong community, should be innovative and creative, should have clear goals and measurable objectives, introduce new audiences to the outdoors through responsible outdoor participation will receive special consideration. Project leads must be willing to interact with KEEN online and should leverage social media technology as appropriate, and should be capable of working collaboratively with KEEN throughout the program process and project reports must include a minimum of five high resolution photos. Deadline: June 10 (<http://www.keenfootwear.com/keen-effect.aspx>)

Kirkpatrick Family Fund – Project Support Grants (Small Grants: <\$10,000, Large Grants: \$10,000 - \$100,000): Founders John and Eleanor Kirkpatrick believed that a strong cultural and service community would benefit their hometown for generations to come. The Kirkpatrick family and trustees of the fund continue to honor this vision through their grant programs to support nonprofits that contribute to the cultural landscape, health and well-being of the community. Deadline: Jan 2 (<http://kirkpatrickfamilyfund.org/index.php?id=31>)

Bruner Foundation – Award for Urban Excellence (\$10,000-\$50,000): The Rudy Bruner Award for Urban Excellence (RBA) seeks to promote innovative thinking about the built environment and advance conversation about making cities better. The national award discovers and celebrates urban places that are distinguished by quality design along with their social and economic contributions to our nation's cities. The award was founded in 1986 by architect and developer Simeon Bruner and named in honor of his late father. One Gold Medal of \$50,000 and four Silver Medals of \$10,000 are awarded each biennial. Projects must be a real place, not just a plan or a program, and be located in the continental United States. (<http://www.rudybruner-award.org/>)

Resources

VII. Appendices

Survey & Complete Survey Results